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日八十月四年元統宣

HONGKONG, SATURDAY, JUNE 5TH, 1909.

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Hongkong, 29th April 1908. [a1647]

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Hongkong, 4th June, 1909. [a35]

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[a32]

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Ar. — Mukden	11 a.m.	" "	
Lv. — " "	8.50 p.m.	" "	
Ar. — Changchun	9.15 p.m.	" "	
Lv. — " "	5 a.m.	Monday	Wednesday
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Lv. — " "	3 p.m.	" "	" "

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Lv. — " "	7 p.m.	" "	" "
Ar. — Mukden	2.10 a.m.	Wednesday	Friday
Lv. — " "	2.30 a.m.	" "	" "
Ar. — Dairen	12.30 p.m.	" "	" "
Lv. — " "	afternoon	" "	Sunday
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Hongkong, 1st April, 1904. [572-1]

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[a34]

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Hongkong, 24th July, 1905. [a551]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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[a196]

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Proprietress.

Swatow, 1st April, 1909. [a552]

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LIMITED,
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Hongkong, 26th April, 1909.NOTICE TO CORRESPONDENTS.
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The Daily Press.

HONGKONG, JUNE 5TH 1909.

The Committee which recently reported on the Organisation of the Crown Agents' Office found that possibly the most fruitful cause of discontent with the discharge of the functions which the Office performs is the existence of the rule laid down in the Colonial Regulations that articles, the product of the United Kingdom or of Europe, which are required by the Government of a Crown Colony, should be obtained through the Crown Agents' Office. This rule, the Committee affirmed, is to the general advantage of the Crown Colonies; but they nevertheless saw cause for recommending that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works, and the Colony feels able to arrange for their adequate inspection, such firms should be given opportunities of tendering on the same conditions as home firms. It is scarcely necessary for us to say that the practice to which the Committee refer has been as fruitful of discontent in Hongkong as in other Crown Colonies. At the present time the Sanitary Board has under consideration a question put by Mr. SHELTON HOOPER embodying the statement that on a purchase of 2,800 gallons of Jeyes' Fluid through the Crown Agents' Office the Colony has paid between £60 and £70 more than local importers were prepared to supply it for. At Colombo the Chamber of Commerce has for some time past been in correspondence with the local Government as to the supply of medical stores generally, and the Chamber, in communicating instances to show that a

tangible saving of revenue might have been effected by purchasing locally, made the general assertion that "in many past instances such good value has not been secured through the Crown Agents as would have been obtained had tenders from local firms been asked for and accepted." In Hongkong, a question which has been suggested by the instance Mr. SHELTON HOOPER has brought to public notice at the Sanitary Board is this: If it is possible to save a sum of £60 or £70 on about five hundred pounds' worth of disinfectant, how much might have been saved on an estimate of over a million pounds for railway construction by giving local firms the opportunity of tendering for as many of the requirements as possible? There is, we believe, in the Colony not a little soreness over the close adherence to the rule in the Colonial Regulations requiring all goods to be obtained through the Crown Agents' Office; and we may draw attention to the fact that the Secretary of State for the Colonies in forwarding a copy of the Committee's Report to the Governors of the Crown Colonies expressed his "general concurrence" in the recommendations of the Committee of Enquiry, and said he had requested the Crown Agents to consider what steps are required to give effect to them. We imagine the Crown Agents will be in no hurry to advise the Colonial Secretary as to what steps should be taken to give effect to the recommendation designed to remove what the Committee regarded as "possibly the most fruitful cause of discontent." But it does not seem that the respective Colonial Governments need wait upon the pleasure of the Crown Agents in this respect. We take it that the general concurrence of the Secretary of State for the Colonies in the recommendations of the Committee virtually cancels the objectionable rule in the Colonial Regulations; at least we may take this concurrence to mean that the Colonial Governments are now free to give local firms opportunities of tendering for the supply of articles required. Judging from the evidence which has been furnished in Ceylon, and the small piece of evidence now under the notice of the Hongkong Sanitary Board, the Colony of Hongkong in these hard times could effect in the aggregate a considerable saving of expenditure by making the change indicated, and at the same time benefit local trade and industry.

Between Friday and Monday last the Shanghai Fire Brigade was called out to no fewer than fifteen fires.

M. La Verriere, Chancellor of the French Consulate at Hankow, fell overboard from the C. M. S. Kuling last week and was drowned.

The case in which a drummer in the Buffs complained that he had been gagged and robbed one night by Chinese at Ship Street wharf has been withdrawn.

Japan papers report the death at Edinburgh of Mr. J. W. Crowe who was for a number of years in charge of the interests of the firm of Messrs. W. M. Frazer & Co. at Kobe.

One of the *domi-mondaines*, a woman who gives the name of Mary Levin, was at the Magistracy yesterday fined \$25 for disorderly behaviour. She accosted a man in Queen's Road and accused him of not having paid a bill which he signed in her room.

Three men from Kowloon City appeared before Mr. Kemp at the Magistracy yesterday on a charge of having in their possession meat intended for human consumption which was unsound. The first man was fined \$50, the second \$100, and the third was discharged.

Yesterday Mr. J. H. Kemp made an order for the return of Lim Chee Sang alias J. W. Dobson to Penang where he was wanted on a charge of stealing from the Hongkong and Shanghai Bank \$70,000. Chief Detective Inspector Kirke from Penang produced the warrant for his arrest. Prisoner offered no objection to being taken back to Penang.

At the Marine Magistrate's Court yesterday before Commander Basil R. H. Taylor, R.N. the masters of five licensed passenger boats were fined \$5 each for lying their boats within one hundred yards of low water mark at Yau-mut during prohibited hours. A trading junk master was fined \$15 for obstructing the southern fairway, and a similar fine was imposed on the master of another junk for failing to exhibit the regulation lights while at anchor.

An interesting story was told before Mr. Hazeldan at the Magistracy yesterday. A boy role up in a chair to 25 Conduit Road and only gave the bearers ten cents. They demanded more but the boy went inside and got the assistance of others and they beat the importuning coolie so mercilessly that he lay on the ground outside practically insensible. His companion had meanwhile reported the matter at the Police Station, and when the police arrived on the scene, they found the man in rather a weak condition. The boy preferred a charge of stealing a pair of trousers against the coolie. Mr. Hazeldan found the coolie guilty of the theft of the trousers but discharged him as he believed he had been sufficiently punished. Two of the four boys charged with assaulting the coolie were fined \$10.

A Vladivostok dispatch to a Japanese newspaper states that it has been decided to run Russo-Japanese horse races on September 5th, 8th, 12th, 15th 18th, and 19th next. Three hundred horses are now entered for the contests. A number of horses are expected to arrive from Moscow.

A petition signed by over 1,200 people has been presented through Mr. Resident Shimoda of Chemulpo to the Residency-General asking for speedy construction of harbour works at Chemulpo. Three copies of it have been presented, and two of them have been sent by the Residency-General to the Korean Finance and Home Department.

Mr. Charles Deaby, the retiring Consul-General for the United States at Shanghai, was entertained to a farewell complimentary dinner at the Astor House last Saturday evening. The dinner was attended by 170, and the spacious dining hall was draped with the flags of all nations. Mr. W. A. C. Platt presided, and proposed the toast of "Our Honoured Guest," in which he eulogised Mr. Deaby for his work as consul and for his qualities as a resident. Mr. Deaby in his reply remarked how pleasant his associations with the city and its varied interests had been and predicted a great future for the settlement.

A new map of the Province of Kwangtung has just been published by Messrs. W. Brewer & Co., Ltd. It occupies a sheet about five feet wide by four feet deep, names of places are given in both English and Chinese, and whether the town is large or small is specially indicated. Hills, forts, lighthouses, railways, light houses, joss houses, naval stations, railways open or projected, sandbanks, district limits, &c. are all indicated by special marks. Hongkong, the West, East and North Rivers, and Kwangchow-fu are shown as insets on the sheet. The map was compiled and drawn by Capt. J. B. A. Grote, I. G. N. R., and reproduced apparently by the lithographers by the direct transference of the original drawings to the stone. It is advertised at the price of \$5 on rollers and \$4.40 folded.

Public observances of Memorial Day began at Manila on Sunday with special services at the Presbyterian and Methodist churches. In the morning there was a splendid musical service by the antiphonal choir under the direction of Professor and Mrs. Cook and Dr. Rosier delivered a stirring, patriotic address at the Presbyterian church. In the evening an address was delivered by General William H. Carter on the roof garden of the same church. Both services were attended by large congregations. At the Central Methodist Church, the Rev. Isaac B. Harper spoke of the meaning of the day, and specially prepared music was played and sung. On Monday there were services at Fort McKinley, the del Norte cemetery and at Cavite, at all of which the memory of the country's dead was revered.

Richard J. Blake, an unemployed engineer, was at the Magistracy yesterday fined \$15 and ordered to enter into a bond of \$50 to keep the peace. He had been guilty of creating a disturbance in the charge room at the Central Station the previous afternoon. Apparently, when he came up to the Central, he wished to see the Captain Superintendent of Police, and was about to force his way into the office when he was stopped by the Inspector, who offered to have his name sent in. Blake, however, would not have this, and became very abusive. The Inspector informed him that the Captain Superintendent was out but offered to take down any report which he liked to make. Blake, however, wanted to write it himself and took possession of the interpreter's desk. Inspector Fenton told him that that could not be allowed, that he was in charge there, but this only incensed Blake who became more abusive than before. He was ordered to leave but refused and had to be placed in the cells where he made so much noise that he interfered with the business of the Magistracy. However he was not so truculent yesterday when brought before the Magistrate and he was fined as stated.

THE GERMAN TRAVELLERS' MURDERED IN YUNNAN.

A Rangoon paper of the 7th ult. says that the two Germans who are reported to have been murdered in Yunnan are Doctor Brunnhaber, a well-known traveller, and Herr Schmitz. They arrived at Rangoon from Madras on the 20th of October last, and went from there to Bhamo. A representative of the Rangoon Gazette interviewed persons just returned from Bhamo who met Dr. Brunnhaber and his companion, and revealed with them to Tengyueh. It was learned that the intention of the Germans was to proceed eastward then, northward in an attempt to discover the source of the Mekong. The two travellers left Tengyueh in the middle of December with a caravan of 25 mules, a Madras cook, and a Chinese interpreter, who was formerly a steward on one of the German mail boats. At Tengyueh they occupied tents in the compound of the Commissioner of Customs. It is thought the explorers lost their lives as did Mr. Brooke recently, amongst the Lolo. They carried a consignment of small gramophones as presents to the natives. Dr. Brunnhaber had written a work on Algeria, Herr Schmitz was making his first journey. When last seen by the parties interviewed both travellers were in the best of health and hopeful of accomplishing their task.

LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. *Brasilica* left Singapore on the 3rd instant a.m., and may be expected here on or about the 9th inst.

The N.Y.K. str. *Sanuki Maru* (European Line) left Singapore on the 4th instant, and is expected here on the 10th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected here on the 13th inst.

The Den Line str. *Denkai* from Leth, Antwerp and London left Singapore on the 2nd instant for this port.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

TELEGRAMS.

[Protected by the Telegraphic Message
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EARTHQUAKE SHOCKS AT SINGAPORE.

SINGAPORE, June 4th.

Severe earthquake shocks were felt here early this morning. Houses rocked and the inhabitants were startled, but no serious damage was done.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS".]

RUSSIAN RAILWAY LOAN.

LONDON, June 4th.

The Russian Railway loan, issued in London, is largely over-subscribed.

FAKUMEN RAILWAY DISPUTE.

LONDON, June 4th.

Renter learns that China through the Japanese Minister at Peking has definitely withdrawn the proposal to submit the Fakumen Railway dispute to the Hague Tribunal, and has expressed anxiety to re-open negotiations. There is reason to believe that Japan will agree.

PRINCE NASHIMOTO TO VISIT ENGLAND.

LONDON, June 4th.

Prince Nashimoto's visit to England will be private but it is expected that King Edward and Queen Alexandra will receive the royal visitor.

QUEEN MARGHERITA'S TRIP TO JAPAN.

LONDON, June 4th.

The Lancet states that illness has compelled Queen Margherita of Italy to abandon her motor car tour through Japan.

AMERICA TO HAVE MILITARY AIRSHIPS.

LONDON, June 4th.

The United States Secretary of State for War has ordered the preparation of plans for airships to assist the Navy in Coast defence as scouts. It is proposed to construct stations every two hundred miles on the Atlantic coast.

THE PROPOSED SILK BOUNTIES IN FRANCE.

LONDON, June 4th.

The French Senate Committee opposes the Bill providing for bounties on the production of silk, owing to the heavy expenditure the proposal involves.

[FROM THE "CHUNG NGOI SAN FO".]

SUNNING RAILWAY PROGRESS.

SANCHEUNG, June 4th.

The opening of a section of the Sunning railway was celebrated to-day in the presence of Taotai Chan, Superintendent of the Commercial Bureau, many officials and merchants, and representatives of the Press.

At ten o'clock this morning a train of 104 carriages conveyed the invited guests from Sunning City to the railway works, where they stayed until the afternoon.

On the return to the city a feast was held to commemorate the occasion, many congratulatory speeches being made by merchants in attendance.

SUGAR INDUSTRY IN FORMOSA.

It is reported from Formosa that the Oriental Sugar Company has now almost completed its production of sugar this season. The total output is estimated at 120,000 bags. The Formosan mill of the Dai Nippon Sugar Refining Company, which has had an overabundant supply of cane, is expected to finish its operations in a few days. Its output also is estimated at 130,000 bags. Messrs. Masuda and Abe, of Yokohama, and the Suzuki Shoten, of Kobe, are reported to be competing in the establishment of sugar mills in Formosa.—Japan Chronicle.

SUPREME COURT.

Friday, June 4th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPRETTZ
(PUNISH JUDGE).

A SUB-CONTRACTOR'S CLAIM.

His Lordship delivered his decision in the action brought by Li Wo Shing, trading as the Wo Shing firm, against Li Fook, trading as the Yee Sang firm, to recover \$233.49, balance due for work done and material supplied between 9th November, 1903, and 2nd April, 1909.

Mr. Bulmer Johnson (of Messrs. Donnys and Bowley) represented the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the defendant.

His Lordship stated that a sum of money had been paid into Court, and the claim as regarded the remainder would be divided into two parts. The first part was in respect of work not done in accordance with the plans furnished. It seemed to him that plaintiff took the risk of not consulting the builder, therefore that part of the claim could not be upheld. The second part of the claim was for extra work, and that was alleged to be a separate contract. His Lordship agreed with the plaintiff that the memorandum was merely a memorandum of the first contract, but it did not include the extra work in the second contract. Judgment would be for the amount paid into Court, and the balance due for extra cost of labour at Chinese New Year, in all, \$190.19 and costs.

A QUESTION OF PRIORITY.

Mr. John Hastings (of Messrs. Hastings and Hastings) asked leave to mention a matter in which a junk master was the defendant, and against whom there were a number of claims.

His Lordship—I was given to understand that you had been paid off in that case.

Mr. Hastings—I am sorry to say that is not so.

His Lordship—You come in priority.

Mr. Hett (of Messrs. Bratton and Hett) remarked that Mr. Hastings had the prior right, as he got judgment some days before the others.

Mr. Kong Sing—I was given to understand that Mr. Hastings had been paid off. I have no objection. It is a matter for my friend Mr. Hett.

Mr. Hett—I appear for one of the plaintiffs, and I think legally that Mr. Hastings is entitled to priority, but as regards the claims between myself and Mr. Kong Sing, I think they ought to rank *pari passu*.

His Lordship—As a matter of fact, there was an endorsement to that effect, but it was not my endorsement.

Mr. Hastings stated that a sum of \$1,500 had been realised out of the sale of the junk, and he wanted only \$300 or \$400.

His Lordship asked Mr. Hett why he should get his costs first.

Mr. Hett—Why should Mr. Kong Sing? His judgment was given about two minutes before mine. I asked to have the case heard on Thursday afternoon so that nobody else could come first, but it was adjourned until Friday. Mr. Kong Sing did not protect the estate any more than I did because of his attachment, because it was under Mr. Hastings' attachment until it was sold.

His Lordship—You came in after Mr. Kong Sing had attached.

Mr. Hett—Certainly, but I don't think it would have been a justifiable expense on my part to have attached it. We were in agreement upon it, and I knew that Mr. Kong Sing's attachment was on.

His Lordship—Then you got the benefit of his attachment?

Mr. Hett—But I will get no benefit if his costs and claim come before mine.

His Lordship—His costs come first.

Mr. Hett—That means that I won't get my full costs. I certainly think my costs should come in after his claim.

His Lordship—I don't see on what principle I could make that order.

Mr. Hett—As it turns out, Mr. Kong Sing's attachment was unjustifiable. If my friend was entitled to priority at all, it would be because he preserved the estate, and he did not preserve it. It means that I will probably not get my costs at all, as Mr. Kong Sing wants \$700, and Mr. Hastings \$300.

Mr. Kong Sing—Your Lordship will see my attachment was absolutely necessary. If I had not attached the defendant would have paid off the \$300 and gone away.

Mr. Hett—The fact that Mr. Kong Sing preserved the estate does not rebound to his credit in any way.

His Lordship (to Mr. Kong Sing)—I am not clear that I ought to give you more than priority for costs of attachments.

Mr. Hett—I agree that my friend should have his costs in priority.

Mr. Kong Sing—In those circumstances I agree to Mr. Hett's costs coming in priority to my claims.

His Lordship—Surely the practice here is only to give priority for costs of attachment.

Mr. Kong Sing—No, my Lord. I submit I would be entitled to all costs if that estate had gone into bankruptcy.

Mr. Hett—Your Lordship need not protect our clients, and they are the only persons concerned. I submit there is no rule of practice that gives any priority in these circumstances.

His Lordship intimated that he would consider the point, and adjourned the case.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, for the public good.

THE PRATAS ISLAND QUESTION.

"FARTHER THAN EVER FROM BEING DISPOSED OF."

We read in the *Jiji Shimpo* what is evidently an authentic version of the Japanese Government's attitude towards the affair of Tangshu. Japan was not at all disposed from the outset to raise any question about the ownership of such petty speck of territory in mid-ocean. She had no inclination to claim it for herself, and the idea of allowing such a trifling matter to disturb her relations with her neighbour never for a moment found favour in her eyes. She did not even ask that China should produce conclusive proof of ownership. Even in the case of a Power with the best ordered archives in the world, it might be difficult to marshal valid evidence as to the connexion between the home country and all its outlying portions. Tokyo was therefore prepared to recognise any claim advanced by China, provided that it possessed a semblance of validity. In response, however, should lay aside her suspicions with regard to the motive of Mr. Nishizawa's surprise. Mr. Nishizawa and his party had exploited Pratas Island in the bona fide pursuit of commercial profit, and it was only fair that their undertaking should be recognised as legitimate, seeing that the island had lain uninhabited from the earliest times, that it was not under the effective jurisdiction of any State and that it had never been apposed to possess any resources worth developing. Mr. Nishizawa ought therefore to be allowed to continue his enterprise without interruption or should be reasonably compensated for surrendering it in favour of a Chinese company. Such was the moderate and fair attitude assumed by Japan from the outset. On the other hand, Viceroy Chang and the publicists of Canton had insisted that Nishizawa's enterprise was detrimental to the interests of aggression, and instead of agreeing that Nishizawa's position had a claim to consideration, they declared that he ought to be severely punished for lawless trespass. In these circumstances, however, remained for Japan except to revert to the question of ownership. If China will not accept the island with a small responsibility attached, she must prove her right to its possession. Therefore the question is further than ever from being disposed of.—Japan Mail.

OPENING OF THE SHANGHAI-HANGCHOW RAILWAY.

The section of the Shanghai-Hangchow Ningpo Railway which the Kiangnan Railway Company had undertaken to construct, having been practically completed, the opening ceremonies took place at the end of last month. Starting from the Shanghai station, a special train consisting of ten carriages conveyed the guests over the line, their arrival at the various stations being marked by the firing of crackers and other expressions of celebration. At Sun-kiang, the main station of the line, one of the students of the Normal School read a speech of welcome in English which was to the following effect:—If there was one railway in China which could rightly and indisputably be claimed as China's own, it was the Kiangnan Railway. No foreign loan had been necessary for its construction, and there were no foreign directors to conduct its affairs. The line had been built by Chinese entirely. Not only was this a source of congratulation, but it was also a significant indication of the growth of national feeling among the Chinese. On behalf of the whole of the prefectural schools of Sunkiang and the members of the faculty belonging thereto, the speaker extended a hearty welcome to the railway company in appreciation of its valuable service in bringing about the completion of the line. Afterwards the pupils, who were of all ages, sang the Chinese National Anthem, clapped hands and saluted in foreign style. A dinner followed, at which complimentary speeches were delivered.

TRAMCAR STRIKE IN MANILA.

We briefly announced in our yesterday's issue that the Union Obrera, in a proclamation issued on the 29th ult. revived the strike and boycott against the Manila Electric Railway and Light Company. José Turiano Santos, secretary of the Union, who signs the document, is to head the strike movement, says the *Cablenews-American* of May 29th, and a mass meeting is to be held at the Grand Opera House on Sunday evening. Mass meetings are also to take place, it is stated, at all the cockpits in the vicinity of the city, where Union orators will urge the people of Manila to aid their countrymen. The street cars are to be abandoned. Pedestrianism and caballo locomotion are to be the watchwords. The proclamation declaring the strike and boycott is a lengthy document written in grandiloquent Spanish. The "wise and liberal American government in the Philippines" is complimented and the hope is expressed that government will "safeguard the sacred rights which the Union Obrera defends with tenacity and without fear, in the bitter struggle against the Manila Electric."

The efforts of the Union chiefs to effect a compromise satisfactory to both the strikers and the Company are enumerated and the small concessions of the management are referred to as "humiliating and shameful."

"The rights of the proletariat" are dwelt upon in general terms, "Christian socialism" is extolled as "the hope and redemption of the human race." The "unselfish and valiant labours of the leaders to bring about harmony" between capital and labour are duly acknowledged, for the benefit of possible seceders.

The strike and boycott against the management of the Trolley Company is declared by José Turiano Santiago by virtue of, and in compliance with, the mandate of the Union Obrera Democrática de Filipinas.

Opinion among Filipino politicians as to the success or non-success of the strike and boycott now revived is divided. A prominent Union Obrera leader, who personally is opposed to the strike at this time, told a *Cablenews* representative that while the strike would probably fail, the boycott might succeed and that in this manner the Company would be forced to treat with its old employees as regards an increase of pay, the failure to obtain which at the negotiations of last month is assigned as the chief cause of the present renewal of hostilities.

Manila, June 4th.

The street car strike and boycott is dead. It lived two full days, from Friday morning, when it was ushered into life with a gushy, exuberant pronouncement, until Sunday morning, when the mass meeting advertised to come off at the Grand Opera House failed to materialize, owing to the Courts taking a hand in the affair and coldly strangulating the infant, for the public good.

"Killed by innation," was the verdict of the Union doctors when, viewing the remains at Union headquarters yesterday. The people at large are of the opinion that the Turiano abortion was in a state of coma from inattention when the law gave it the coup de grace.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Meeting of the General Chamber of Commerce, held in the Chamber Room, St. George's Building, on Monday, the 17th May 1909, at 4 o'clock. Present:—Hon. Mr. E. A. Hewett (Chairman), Mr. J. R. M. Smith (Vice-Chairman), Hon. Mr. W. J. Gresson, Messrs. J. W. Bonner, D. R. Law, H. A. Siebs, E. Shellin, H. E. Tomkins, J. W. Bandow and E. A. M. Williams (Secretary).

MINUTES.

The Minutes of the last Meeting held on the 12th March, 1909, were confirmed.

CONTINUOUS CERTIFICATE OF DISCHARGE TO CHINESE SEAMEN.

Reply from Government:—Colonial Secretary's Office, Hongkong, 25th March, 1909. Sir,—With reference to your letter of the 18th instant, I am directed to state that the question of the granting of Continuous Certificates of Discharge to Chinese seamen will be allowed to drop. I shall be glad if you will be so good as to return the enclosures in my letter of the 30th ult. I am, &c.

F. H. MAY, Colonial Secretary.

*Enclosures since received:—The Secretary, The Chamber of Commerce.

LIGHT ON KAPING ISLAND.

The following reply was received from the Government:—Colonial Secretary's Office, Hongkong, 29th March, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 18th instant in which you state that in the opinion of the Committee of the Chamber of Commerce a light on Kaping Island is urgently required as a leading light across the Harbour to the Capetown. In this connection I am to inform you that the placing of a beacon on the Bunsanish Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Capetown would be better served than by placing a light in the position your Committee suggest; while at the same time what is a serious danger to navigation would be marked. I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion. I am, &c.

A. G. M. PLETCHER, for Colonial Secretary.

The Secretary, The Chamber of Commerce. Memo by Captain Lloyd.

The following Memorandum prepared by Capt. Lloyd was received:—

The proposal of the Government to place a light on the Bunsanish Rock as a guide through the Kap Shui Moon, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kaping Island is not likely to find endorsement amongst those who are practically affected by it.

While agreeing that a light on Bunsanish Rock would be a good thing, and welcoming the proposal on the position of a danger, it nevertheless finds no favour as a bad weather guide through the pass, and I do not think there is any need for such, certainly not as a substitute for the one applied for. As a danger the rock exists, but I cannot call to mind any accident of late connected with it, the name "Bunsanish" is presumably derived from some "Country-Wallah" in the old sailing ship days, striking it. It seems difficult for the solution of the problem when it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying compasses, deviations for junks, &c., there is no time for taking or using such, keen eyesight and good judgment are the essentials of our plotting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to. I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it. It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be, that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision as to the site of the light.

CHAS. V. LLOYD, Master, S.S. Fatsuan.

Hongkong, 7th April, 1909. The Sketch made by Capt. Lloyd was laid on the table.

Views of Capt. R. D. Thomas.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 15th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing light on Kaping Island and Tong Ka. With regard to the Government proposal to place a light on the Bunsanish Rock as a guide across the harbour to the Kap Shui Moon, and the opinion that it would furnish more protection than a light on Kaping Island does not recommend itself to those most affected by it. Whilst agreeing that a light or beacon on the Bunsanish Rock would be useful as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping a look out for night would be unnecessarily running his ship into danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in his course on which more than one vessel has been struck during my time on the river. On the other hand, it is absolutely necessary to pick up Kaping Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern foreshore of Kaping Island and the Eastern foreshore of Lantau Island in the neighbourhood of the Pass are so much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times somewhat vague when both time and position are somewhat vague. Now with a light on the Southern foreshore of Kaping Island this difficulty would disappear, as the one shore would then have a distinctive mark and the erection of the light would then be quite as useful during the day as it would be at night.—I remain, &c.

R. D. THOMAS, Master, S.S. Heungshan.

To E. A. M. Williams, Esq., Secretary.

Hongkong General Chamber of Commerce.

Pilot Christie's views.

I endorse all Capt. Thomas' remarks re. light on Kaping Island. After many years' experience as a pilot the only safe guide through Kaping-Mun Pass is a light on Kaping Island. A light on Bunsanish Rock intended as a guide through the Pass would only increase the existing danger. T. H. CHRISTIE.

The following reply was sent to the Government:—

Hongkong Chamber of Commerce.

27th April, 1909. Sir,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8824/1904) in reply to mine of the 18th idem having reference to the institution of a light on the Southern end of Kaping Island.

My Committee having consulted the principal shipping Companies interested with regard to the counter proposition of the Government that a light on Bunsanish Rock would better serve the purpose of furnishing a leading light for the Kapsimun, the opinion of the representative shipping Companies is now set forth in a memorandum dated 9th April, 1909, prepared by Capt. Lloyd, Master of the S.S. Fatsuan, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master of the S.S. Heungshan, the first of the signatures to the letter previously forwarded to the Government by the Chamber.

Capt. Thomas' letter is endorsed by Mr. T. H. Christie, a pilot of many years' experience. A copy of this letter and endorsement is also enclosed.

My Committee feel that the opinions expressed by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the question.

I should be glad if Capt. Lloyd's memorandum may be returned.—I have &c.

E. A. M. WILLIAMS, Secretary.

Colonial Secretary's Office.

3rd May, 1909.

Sir,—With reference to your letter of the 27th ult. I am directed to inform you that description of light the Chamber recommends should be placed on the Southern end of Kaping Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 28th ult.

I return herewith Capt. Lloyd's memorandum.—I am, &c.

F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

Minute by the Harbour Master.

Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kap Sing Island and of Lantau Island and he seems to be more anxious for some distinguishing mark, such as a hut, than for a light, which, as I have pointed out, would not be visible in thick weather. Such a distinguishing mark could easily and economically be made with a few rocks locally obtained and a bucket of whitewash.

But, if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £21, 6 s. 2, including freight and insurance, but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expenses of salary of light-keepers and of course, oil, etc. An automatic (unattended) acetylene light, such as is extensively used in Canada with great success, would be of much greater power and would cost about £700, but the greater power would be avoided. This price would include an automatic operating apparatus which makes the light distinctive and less costly to run.

BASIL TATLOE, 28/4/09.

Memo by Capt. Lloyd on the preceding minute.

The light asked for on Kaping Island is intended as a local lead and a powerful light is not necessary, as long as it is plainly visible in dark weather some 4 or 5 miles off, say, from the neighbouring point of Changhoi, it would suffice. A white light would probably be the best most requirements on account of its superior penetrating power in thick weather, and if it could be made distinctive it would be better as there are generally many and various lights thereabouts.

On the score of finance, could not some automatic contrivance, such as the Gas Fairway Buoys (although it should be in some more reliable form, as the gas buoys show at times only a pin-point of red light) are equipped with, be used, dispensing with the necessity of constant attendance. Acetylene I have seen mentioned in such connection, and if it could be depended on would be suitable, as the light is peculiarly white.

I have before emphasized the advantage of a prominent structure at that place as a distinguishing mark or guide in a fog. As the saying is, "all cats are grey in the dark," so in a shifting fog a light and trees lose their identity and are not recognizable—seen for a second or two and then covered up again, it is impossible to locate them with certainty, but a structure of lines and angles, seen if only for a moment, differing altogether from surrounding objects, speaks for itself, and I would suggest, if not a house, some form of beacon, either cone or obelisk shaped, with a pole and basket on top rather high up as fog drift around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such structure should be distinctively coloured. Striped black and red, as I think, the best soon colours in a fog.

CHAS. V. LLOYD, Master, S.S. Fatsuan.

Hongkong May, 6th 1909.

Letter from Capt. Christie.

Hongkong, 14th May, 1909. Sir,—In reply to your inquiries, the general opinion of our Commanders is that the most suitable situation for the light would be on the Southern end of Kaping Island at an elevation of 30 feet above high water.

Light—Bright, occulting, or sixth order, visible for five miles on a clear night. Structure—Similar to Ma-nan Island light-house. This would be considered a good distinctive mark in a fog during day time.

Fog-signal—Bell, worked automatically as in use on the Iron Pier near Wampoa. In fog or thick rain sound would be a safer warning of the off-shore of seeing the structure of the light tower. I recommend this suggestion to the consideration of your Committee.—I am, &c.

W. E. CLARKE, Secretary, Hongkong Canton and Macao Steamboat Co.

E. A. M. Williams, Esq., Secretary, Chamber of Commerce.

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

INTERNATIONAL CONVENTION OF 1906.

Colonial Secretary's Office, Hongkong, 13th April, 1909.

Sir,—With reference to your letter of the 24th of March I am directed to point out to you that the particular question which was referred to in the despatch of the Secretary of State of the 21st January last, transmitted in my letter of the 26th of February, was whether the Colony should adhere to the International Convention of 26th September, 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.

F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

Reply to Government.

Hongkong Chamber of Commerce, 27th April, 1909.

Sir,—I now directed to reply to your letter (No. 3699/1907), of the 13th instant in which the Government desires the opinion of the Chamber as to whether or not this Colony should adhere to the International Convention of the 26th September 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

My Committee consider that, for precisely the same reasons as were advanced by the Representatives of the Imperial Government in the non-adherence of Great Britain on this point, this Colony should not adhere to the Convention.

As pointed out in the memorandum accompanying your letter, it has been proved that the evils traceable to the use of White Phosphorus in the manufacture of matches can be successfully suppressed by regulation.

There appears, therefore, no adequate justification for the adoption of measures calculated to hamper trade.

My Committee desires to thank His Excellency the Governor for referring this matter to them.—I have &c.

E. A. M. WILLIAMS, Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

INDIAN LABOUR.

The following letter was received from the Government:—

15th March, 1909.

Sir,—I am directed to enquire whether in the opinion of your Chamber any opening exists for the employment of Indian labour indentured or unindentured, in this Colony, and whether they consider that facilities with regard to passage and provisions of land should be given to encourage Indian immigration. I am, &c.

F. H. MAY, Colonial Secretary.

The Secretary, The Chamber of Commerce.

The following reply was forwarded to the Government:—

Hongkong Chamber of Commerce, 27th April, 1909.

Sir,—I have the honour to reply to your letter (No. 1725/1909) of the 15th March, 1909, regarding an expression of opinion from this Chamber as to whether any opening exists for the employment of Indian Labour in this Colony, and whether facilities with regard to passage and provision of land should be given to encourage Indian immigration.

My Committee, having consulted several employers of labour, have been informed that there is no opening for Indian Labour indentured, or unindentured. In fact, there are Indians in the Colony at present who cannot find employment.

My Committee consider that market requirements are amply met, at present, by the supply of native labour. I have the honour to be, Sir, Your obedient servant.

E. A. M. WILLIAMS, Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Further letter from London Chamber:—

Oxford Court, Cannon Street, London E.C. 4, 12th March, 1909.

DEAR SIR,—I beg to confirm my Circular letter No. 3, dated 3rd November, 1908.

I have still to hear from a large number of Chambers whether or not they intend to be represented at the Congress, though, owing to the length of time necessary for communication between London and Sydney, it is very desirable that not only the names of delegates, but resolutions for the Programme should reach me as early as possible. It is as yet impossible to fix upon a definite date as being the last day upon which nominations and resolutions will be accepted, but it is obvious that several months must be allowed in order that Chambers may have the opportunity of considering the various subjects and instructing their delegates in regard to voting. I would therefore urge upon all Chambers the desirability of giving their immediate attention to these matters.

I have pleasure in enclosing herewith the first draft of the Official Programme, and shall be glad in due course to add any resolutions you may desire placed thereon. A second draft will be circulated as soon as circumstances permit.

As you are no doubt aware, special arrangements have been made with the steamship companies trading to Australia, and I hand you herewith a booklet giving full particulars in this connection. You will notice that the reduced rates are available not only for delegates, but for members of their families travelling with them. Applications for these tickets must be accompanied, in each case, by a letter of identification, signed by the Secretary of the nominating Chamber, and I am sending you enclosed forms for the purpose. I have forwarded copies of the booklet direct to all delegates nominated to date.

A draft programme of entertainments to be offered to delegates has been drawn by the Australian Committee, in accordance with which visits will be paid, subsequent to the Congress, to the principal cities of the Commonwealth (excepting Perth, West Australia, where it is hoped delegates will be able to call on the tour in Australia, and at its close delegates will be at liberty to make such other visits in the Commonwealth and elsewhere as they may desire. Cordial invitations to delegates have been received from several cities in New Zealand, (Auckland, Canterbury and Dunedin), also from Lunenburg (Tasmania) and Honolulu, where it has been found impossible to arrange collective visits to these places. It is hoped that many will be able individually to take advantage of the invitations during the course of their journey. The Organising Committee suggest that the

visit to New Zealand will come more conveniently at the conclusion of the Australian tour.—Yours faithfully,

KENRIC B. MURRAY, Secretary.

Enclosures, Official Programme, Steamer Booklet, Blank letters of identification, were laid on the table.

UNITED STATES MONETARY COMMISSION.

Reply from Mr. Moreton Frewen:—

Washington, D.C., March 12th, 1909.

DEAR SIR,—I have returned to Washington six weeks later than I had anticipated and so have only now received your letter of the 10th of December and the Report of the Chamber for which I am most obliged.

The evidence taken by the Commission for the next three months will be for the most part banking and currency, the Exchange evidence will occupy next Winter and Spring. I should not be surprised if there is material of importance from England also. The Chancellor of Exchequer has under consideration a suggestion to issue crown notes secured by silver (the proposal of the Royal Currency Commission of 1888) with which to pay the weekly old-age pensions. With the silver contents of a shilling worth hardly more than fourpence the profit on the operation is attractive. Here Congress is to be occupied with Tariff Revision, but the state of the Exchange with Asia is much on the minds of the representative from the Pacific Coast States.

I think if any member of your Chamber should be available next Autumn or Winter, it might be well to communicate with Mr. T. H. Whitehead of the Bank of India, Australia and China, London. Mr. Whitehead will know where I am.—Believe me, yours faithfully,

MORETON FREWEN.

RE-ORGANISATION OF THE FINANCES OF THE CHINESE EMPIRE.

Reply to Government:—

Hongkong Chamber of Commerce, 7th April, 1909.

Sir,—In reply to your letter of the 11th February, 1909, (No. 5778/1904) requesting the observations of the Chamber regarding a scheme framed by the Board of Finance for the re-organising of the Finances of the Chinese Empire, I am directed to state that my Committee do not feel in a position to criticise exhaustively so large and far-reaching a scheme, but the centralisation of control, which seems to be the essence of the new Regulations, would be an important step forward and greatly assist in the birth of a purer administration.

Needless to say my Committee are fully sympathetic towards any proposals calculated to confer benefit upon the people of China. I have &c.

E. A. M. WILLIAMS, Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

INTRODUCTION INTO THIS COLONY OF A GOVERNMENT NOTE ISSUE.

The following letter was received from the Government:—

Colonial Secretary's Office, 15th April, 1909.

Sir,—I am directed to inform you that H.E. the Governor has at the present time under consideration the question of the introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements and I am to inquire what are the views of your Chamber on the subject.

This matter was last under consideration in 1899 when the Government decided to wait the results of the experiment in the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, Sir, Your obedient servant.

F. H. MAY, Colonial Secretary.

The Chairman, Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging dollars into notes and vice versa.
3. (a) Whether the Government will have their own treasuries and staff for working the issue.
3. (b) If not what alternative system have they in view.
4. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

PROPOSED NEW FRENCH CUSTOMS TARIFF.

The following letter from the Government was received:—

Colonial Secretary's Office, 30th April, 1909.

Sir,—I am directed to transmit for the consideration of your Committee the enclosed copy of a circular despatch from Lord Crewe dated the 16th day of last March and to inquire whether any commercial interests in this Colony are likely to be adversely affected by the proposed Tariff.—I am, &c.

F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

[Copy.]

16th March, 1909.

Sir,—I have the honour to transmit, for your information, a copy of the proposed New French Customs Tariff.

Should there be any commercial interests in the territory under your administration likely to be adversely affected by the proposed Tariff, I shall of course be glad to consider whether any representation should be made to the French Government on the particular subject.—I have &c.

CHREWE.

Hongkong Chamber of Commerce, 6th May, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 1st instant (No. 2558/1909) covering a copy of the proposed New French Customs Tariff on which you request an expression of opinion from my Committee.—I have &c.

(Sgd) E. A. M. Williams, Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

It was decided to refer to the Committee did not see that commercial interests in this Colony were likely to be adversely affected by the adoption of the Tariff.

An anonymous donation of £70,000 as a beginning to the fund of £500,000 which it is proposed to raise to build and endow a national memorial theatre to Shakespeare, was announced by the Lord Mayor of London at a recent meeting of the Mansion House.

CHINA'S CUSTOMS TARIFF.

CORRESPONDENCE BETWEEN FOREIGN GOVERNMENTS.

The American Minister, Mr. Rockhill, has communicated to the Waipupu the result of certain correspondence which has passed between the American and British governments bearing upon China's desire for an international conference to consider the question of increase of the customs duties upon imports.

It will be remembered that some time last December the Chinese government sent notes to all the Powers suggesting such a conference and outlining briefly China's need for friendly assistance in this direction. No steps seem to have been taken by any of the Powers until recently. Shortly after Mr. Taft became President of the United States, this matter was brought to his attention with the result that the American government took the initiative to the extent of communicating on the subject with the other Powers, or some of them. It is understood that the American government expressed its friendly sympathy for China's desires for a conference of the Powers to consider the customs question and such other questions as might properly be considered at such a conference.

Because of Great Britain's very large interest in commerce with China, the matter was first taken up with the British government. The reply of the British government, as communicated by the American minister to the Chinese authorities, is in effect that so long as China has failed to abolish like barriers and to bring reforms provided in the Mackay treaty, Great Britain does not consider that China has a right to ask for tariff increase.

The reforms especially referred to in addition to doing away with like, are understood to be curtailing the minting of copper money by the provincial authorities, stopping the issue of too many bank notes, and other currency reforms.

China's position towards these and other reforms is understood to be as follows:

China recognises the need for all these reforms, but maintains that the evils of which the foreign governments complain are, to a large extent at least, due to conditions produced by the lack of sufficient income to the central government from customs. China refers to the present customs duties as being wholly inadequate. It is claimed that no other government has as low duties upon imports as those to which China is restricted by treaties with foreign governments. Therefore, before China can bring about these reforms, she must have the definite assurance of the Powers that they will agree to customs increase to a reasonable extent.

China will agree to totally abolish like as soon as she has seen as she has entered upon a definite agreement with the Powers for customs increase.

The two great mints of copper and other coins will be restricted as soon as the central government is able to reimburse the provinces for the income now received by the provinces from this source, which will be when there is an increase in the customs receipts.

With reference to the issue of bank notes, the position of the Chinese Government is this: The central government is responsible for all notes issued by the government banks. The provincial governments are responsible for the notes issued by banks operating under the sanction and control of the provincial authorities. As for the issues of private banks, the Chinese government would advise foreign merchants not to accept those. As soon as China is able to adopt, and put into operation proper banking laws, private banks will be compelled to conform to those laws.

The central government is anxious to carry out all the reforms promised in its treaties but it maintains it can make no substantial progress along these lines until it is permitted a reasonable increase in its customs duties, as only in this way can it secure sufficient income to carry these reforms into effect. The Chinese government makes it clear that there is no desire for such high rates as might in any degree restrict foreign trade, as its great need is revenue.—Peking Daily News.

HONGKONG INVESTORS IN PHILIPPINES.

According to the Baguio correspondent of the Cebu News-American, a Hongkong syndicate has purchased a tenth interest in the Headwaters Mining Company (Inc.) from Nels Peterson, Mining Company (Inc.) from Nels Peterson, for the sum of P40,000. Governor Whitmarsh represented the Hongkong capitalists in closing the deal. This deal is one of the most important mining deals put through here this year and is an indication of the interest being taken by capitalists of Hongkong in the Philippines mining industry.

The Headwaters Mining Company (Inc.) was recently organised with a capital stock of P500,000 of which P350,000 is paid up. This company controlled a large group of mines in the most desirable section of the Baguio district and the promise for future development in the area is very bright. The president of the company is Mr. H. P. Whitmarsh, the first governor, and a pioneer merchant of the summer capital. He has always taken a lively interest in promotion work affecting the mining industry here and it is largely to his personal efforts that much capital has been attracted.

Nels Peterson, who is a large shareholder in the company and who sold the tenth interest in the Headwaters, is one of the first prospectors who invaded the Benguet country. He has been active in development work and his mill has made him a very successful fortune. He is now worth over several thousand dollars, the result of his activity in the district and his unbounded faith in the future of mining there.

LIFE AND DEATH RECORD IN MANILA.

INTERESTING FACTS CONCERNING CITY'S BIRTH RATE AND DEATH RATE.

During the quarter ended on April 1st there were 2,193 births registered in the city of Manila, 25 of them being of Americans and 2,168 Filipinos. The remainder were Spaniards and other Europeans and Chinese.

Of this number 177 were illegitimate the largest number of them being born in Tondo. One of these births was of a 21st child, three of the 17th child and six were 14th children. Five hundred and fourteen were first children, 416 second children, 3

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This Map is full of detail, Showing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

Namoi in both English and Chinese.

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BREWER & Co., Ltd.,
Fadder Street.

Hongkong, 5th June, 1909. [822]

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AT PRICES TO SUIT EVERYONE.

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Agents.
Hongkong, 5th June, 1909. [808]

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Hongkong, 28th May, 1909. [795]

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\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to—
Care of "Daily Press" Office.
Hongkong, 20th May, 1909. [537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 42,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

DAVID COESAR & SON'S
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NAVY BOILED
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Hongkong, 1st June, 1909. [41]

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Hongkong, 23rd April, 1909. [649]

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Hongkong, 26th October, 1906. [623]

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Hongkong, 9th January, 1909. [665]

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Hongkong, 3rd March, 1909. [399]

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Hongkong, 1st February, 1909. [264]

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Hongkong, 1st June, 1909. [97]

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Hongkong, 18th May, 1909. [717]

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Hongkong, 27th April, 1909. [23]

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"TAKEO TAKAMICHI,
Manager.
Hongkong, 2nd June, 1909. [454]

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Hongkong, 6th April, 1909. [121]

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HONGKONG GENERAL
CHAMBER OF COMMERCE.

Minutes of a Meeting of the General Committee held in the Chamber Room, St. George's Building, on Monday, the 17th May 1909, at 4 p.m. Present:—Hon. Mr. E. A. Hewitt (Chairman), Mr. J. R. M. Smith (Vice-Chairman), Hon. Mr. W. J. Gresson, Messrs. J. W. Bonner, D. R. Lee, H. A. Stiles, E. Shollin, H. E. Tomkins, J. W. Bando and E. A. M. Williams (Secretary).

The Minutes of the last Meeting held on the 12th March, 1909, were confirmed.

CONTINUOUS CERTIFICATES OF DISCHARGE
TO CHINESE SEAMEN.

Reply from Government:—

Colonial Secretary's Office,
Hongkong, 25th March, 1909.

Sir,—With reference to your letter of the 18th instant, I am directed to state that the question of the granting of Continuous Certificates of Discharge to Chinese seamen will be allowed to drop.

I shall be glad if you will be so good as to return the enclosures in my letter of the 30th ultimo.—I am, &c.,

F. H. MAY,
Colonial Secretary.

*Enclosures since received.

The Secretary, The Chamber of Commerce.

LIGHT ON KAPING ISLAND.

The following reply was received from the Government:—

Colonial Secretary's Office,
Hongkong, 29th March, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 18th instant in which you state that in the opinion of the Committee of the Chamber of Commerce the installation of a Light on the Southern end of Kaping Island is urgently required as a leading light across the Harbour to the Caputium.

In this connection I am to inform you that the placing of a beacon on the Bunsanish Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Caputium would be better served than by placing a light in the position your Committee suggest; while at the same time what is a serious danger to navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion.—I am, &c.,

A. G. M. FLETCHER,
Colonial Secretary.

The Secretary, The Chamber of Commerce.

Memo by Captain Lloyd.

The following Memorandum prepared by Capt. Lloyd was received:—

"The proposal of the Government to place a light on the Bunsanish Rock as a guide through the Kap Shui Lam, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kaping Island is not likely to find endorsement amongst those who are practically affected by it.

While agreeing in the abstract that a light on Bunsanish Rock would be a good thing, and welcomed as pointing out the position of the Kap Shui Lam, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kaping Island is not likely to find endorsement amongst those who are practically affected by it.

As a danger to the rock exists, but I cannot call to mind any accident of late connected with it; the name 'Bunsanish' is presumably derived from some 'Country-Wallah' in the old sailing ship days, striking it.

It seems difficult to explain the reason for going so far afield for the solution of the problem when it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviation or using such, keen eyesight and good judgment are the essentials of our plotting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision as to the site of the light.

CHAS. V. LLOYD,
Master, S.S. Fatahan.

Hongkong, 7th April, 1909.

The Sketch made by Capt. Lloyd was laid on the table.

Views of Capt. R. D. Thomas.

Canton, 16th April, 1909.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 13th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing lights on Kaping Island and Kap Shui Lam.

With regard to the Government proposal to place a light on the Bunsanish Rock as a guide across the harbour to the Kap Shui Lam, and the opinion that it would furnish more protection than a light on Kaping Island does not recommend itself to those most affected by it.

While agreeing that a light on Bunsanish Rock would be a good thing, and welcomed as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running on which more than one vessel has struck during my time on the river. On the other hand, it is absolutely necessary to pick up Kaping Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern foreshore of Kaping Island and the neighbourhood of Lantau Island in the neighbourhood of the Pass are much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

Now with a small white house (in which to keep the light) built on the Southern foreshore of Kaping Island this difficulty would disappear, as the one shore would then have a distinctive mark and the direction of the light would be quite useful during the day as it would be at night.—I remain, &c.,

R. D. THOMAS,
Master, S.S. Heungshun.

To E. A. M. Williams, Esq.,
Secretary.

Hongkong General Chamber of Commerce,
Pilot Christie's views.

I endorse all Capt. Thomas' remarks re. light on Kaping Island. After many years' experience as a pilot to Canton I have no hesitation in saying that the only safe guide through Kaping-Mun Pass is a light on Kaping Island. A light on Bunsanish Rock intended as a guide through the Pass would only increase the existing danger.

T. H. CHRISTIE.

The following reply was sent to the Government:—

Hongkong Chamber of Commerce,
27th April, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8824/1904) in reply to mine of the 18th idem having reference to the institution of a light on the Southern end of Kaping Island.

My Committee having consulted the principal shipping Companies interested with regard to the counter proposition of the Government that a light on Bunsanish Rock would better serve the purpose of furnishing a leading light for the Caputium, the opinion of the representative shipping Companies is now set forth in a memorandum dated 9th April, 1909, prepared by Capt. Lloyd, Master of the S.S. Fatahan, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master of the S.S. Heungshun, the first of the signatories to the letter previously forwarded to the Government by the Chamber.

Capt. Thomas' letter is endorsed by Mr. T. H. Christie, a pilot of many years' experience. A copy of this letter and endorsement is also enclosed.

My Committee feel that the opinions expressed by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the question.

I should be glad if Capt. Lloyd's memorandum may be returned.—I have &c.,

E. A. M. WILLIAMS,
Secretary.

Colonial Secretary's Office,
3rd May, 1909.

Sir,—With reference to your letter of the 27th ultimo I am directed to inquire what description of light the Chamber recommends should be placed on the Southern end of Kaping Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 28th ultimo.

I return herewith Capt. Lloyd's memorandum.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Minute by the Harbour Master.

Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kap Sing Island and of Lantau Island and he seems to be more anxious for some distinguishing mark, such as a light, than for a light, which, as I have pointed out, would not be visible in thick weather. Such a distinguishing mark could easily and economically be made with a few rocks locally obtained and a bucket of whitewash.

But, if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £51.5.2, including freight and insurance, but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expense of salary of light-keepers and of course, etc. An automatic (unattended) acetylene light, such as is extensively used in Canada with great success, would be of much greater power and would cost about \$700, but the cost of salaries would be avoided. This price would include an automatic operating apparatus which makes the light distinctive and less costly to run.

BASIL TAYLOR,
28/4/09.

Memo by Capt. Lloyd on the preceding minute.

The light asked for on Kaping Island is intended as a local lead and a powerful light is not necessary, as long as it is plainly visible in dark weather some 4 or 5 miles off, say, from the neighbouring point of Chungking, it would suffice. A white light would probably be best met requirements on account of its superior penetrating power in thick weather, and if it could be made distinctive it would be better as there are generally many and various lights thereabouts.

On the score of finance, could not some automatic contrivance, such as the Gas Fairway Buoys (although it should be in some more reliable form, as the gas buoys show at times only a pin-point of red light) be equipped with, used, dispensing with the necessity of constant attendance. Acetylene I have seen mentioned in such connection, and if it could be made to be suitable, as the light is peculiarly white.

I have before emphasised the advantage of a prominent structure at that place as a distinguishing mark or guide in a fog. As the proverb says:—'All cuts are grey in the dark', so in a shifting fog all rocks and trees lose their identity and are not recognizable—seen for a second or two and then covered up again, it is impossible to locate them with certainty, but a structure of lines and angles, seen if only for a moment, differing altogether from surrounding objects, speaks for itself and I would suggest, if not a house, some form of beacon, either cone or obelisk shaped, with a pole and basket on top rather high up as fog drift around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such structure should be distinctively coloured. Striped black and red are, I think, the best seen colours in a fog.

CHAS. V. LLOYD,
Master, S.S. Fatahan.

Hongkong May, 6th 1909.

Letter from Capt. Clarke.

Hongkong, 14th May, 1909.

Sir,—In reply to your inquiries, the general opinion of our Commanders is that the most suitable situation for the light would be on the Southern end of Kaping Island at an elevation of 30 feet above high water.

Light.—Bright, conical, or sixth order, visible for five miles on a clear night.

Structure.—Similar to Mawan Island light-house. This would be considered a good distinctive mark in a fog during day time.

Fog-signal.—Bell, worked automatically as in use on the Iron Barrier near Whampoa. In use on the Iron Barrier would be a safer warning fog or thick rain sound would be a safer warning than the off-chance of seeing the structure of the light tower. I recommend this suggestion to the consideration of your Committee.—I am, &c.,

W. E. CLARKE,
Secretary, Hongkong Canton.

Macao Steamboat Co.

E. A. M. Williams, Esq.,
Secretary, Chamber of Commerce.

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

INTERNATIONAL CONVENTION OF 1906.
Colonial Secretary's Office,
Hongkong, 13th April, 1909.

Sir,—With reference to your letter of the 24th of March I am directed to point out to you that the particular question which was referred to in the despatch of the Secretary of State of the 21st January last, transmitted in my letter of the 26th of February was whether this Colony should adhere to the International Convention of 26th September, 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

It is on this question that the Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Reply to Government:—

Hongkong Chamber of Commerce,
27th April, 1909.

Sir,—I now directed to reply to your letter (No. 3699/1907) of the 13th instant in which the Government desires the opinion of the Chamber of Commerce as to whether or not this Colony should adhere to the International Convention of the 26th September 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

My Committee consider that, for precisely the same reasons as were advanced by the Representatives of the Imperial Government for the non-adherence of Great Britain to this Convention, this Colony should not adhere to the Convention.

As pointed out in the memorandum accompanying your letter, it has been proved that the white phosphorus is the only material which is successfully suppressed by regulation.

There appears, therefore, no adequate justification for the adoption of measures calculated to hamper trade.

My Committee desire to thank His Excellency the Governor for referring this matter to them.—I have &c.,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

INDIAN LABOUR.

The following letter was received from the Government:—

15th March, 1909.

Sir,—I am directed to enquire whether in the opinion of your Chamber any opening exists for the employment of Indian labour indentured or unindentured, in this Colony, and whether they consider that facilities with regard to passage and provisions of land should be given to encourage Indian immigration. I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, the Chamber of Commerce.

The following reply was forwarded to the Government:—

Hongkong Chamber of Commerce,
27th April, 1909.

Sir,—I have the honour to reply to your letter (No. 1725/1909) of the 15th March, 1909, requesting an expression of opinion exists for the employment of Indian labour in this Colony, and whether facilities with regard to passage and provision of land should be given to encourage Indian immigration.

My Committee, having consulted several employers of labour, have been informed that there is no opening for Indian labour indentured, or unindentured. In fact, there are Indians in the Colony at present who cannot find employment.

My Committee consider that market requirements are amply met, at present, by the supply of native labour. I have the honour to be, Sir, Your obedient servant,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

SEVENTH CONGRESS OF CHAMBERS OF
COMMERCE OF THE EMPIRE.

Further letter from London Chamber:—

Oxford Court, Cannon Street,
London E.C.4, 12th March, 1909.

DEAR SIR,—I beg to confirm my Circular letter No. 3, dated 3rd November, 1908.

I have still to hear from a large number of Chambers whether or not they intend to be represented at the Congress, though, owing to the length of time necessary for communication between London and Sydney, it is very desirable that not only the names of delegates, but resolutions for the Programme, should reach me as early as possible.

As you are no doubt aware, special arrangements have been made with the steamship companies trading to Australia, and I hand you herewith a booklet giving full particulars in this connection. You will notice that the reduced rates are available not only for delegates, but for members of their families travelling with them. Applications for these tickets must be accompanied, in each case, by a letter of identification, signed by the Secretary of the nominating Chamber, and I am sending you enclosed forms for the purpose. I have forwarded copies of the booklet direct to all delegates nominated to the Congress.

A draft programme of entertainments to be offered to delegates has been drawn by the Australian Committee, in accordance with which visits will be paid, subsequent to the Congress proper to the principal cities of the Commonwealth (excepting Perth, West Australia, where it is hoped delegates will be able to call on the outward or homeward journey).

This tour in Australia will probably extend over three weeks, and at its close delegates will be at liberty to make local other visits in the Commonwealth and elsewhere as they may desire. Cordial invitations to delegates have been received from several cities in New Zealand, (Auckland, Canterbury and Dunedin), also from Vancouver (Sydney boat call), and though it has been found impossible to arrange collective visits to these places, it is hoped that many will be able individually to take advantage of the invitations during the course of their journey. The Organising Committee suggest that the

visit to New Zealand will come more conveniently at the conclusion of the Australian tour.—Yours faithfully,

KENNETH B. MURRAY,
Secretary.

Enclosures, Official Programme, Steamer Booklet, Blank letters of identification, were laid on the table.

UNITED STATES MONETARY COMMISSION.

Reply from Mr. Moreton Frewen:

March 12th, 1909.

Washington, D.C.

DEAR SIR,—I have returned to Washington six weeks later than I had anticipated and so have only now received your letter of the 10th of December and the Report of the Chamber for which I am much obliged.

The evidence taken by the Commission for the next three months will be for the most part banking and currency. The Exchange evidence will occupy next Winter and Spring. I should not be surprised if there is material of importance from England also. The Chancellor of Exchequer has under consideration a suggestion to issue "crown notes" secured by silver (the proposal of the Royal Currency Commission of 1888) with which to pay the weekly old-age pensions.

With the silver contents of a shilling worth hardly more than fourpence the profit on its operation is attractive. Here Congress is to be occupied with the Tariff Revision, but the state of the Exchanges with Asia is much on the minds of the representative from the Pacific Coast States.

I think if any member of your Chamber should be available next Autumn or Winter, it might be well to communicate with Mr. T. H. Whitehead of the Bank of India, Australia and China, London. Mr. Whitehead will know where I am—Believe me, yours faithfully,

MORETON FREWEN.

RE-ORGANISATION OF THE FINANCES OF THE
CHINESE EMPIRE.

Reply to Government:—

Hongkong Chamber of Commerce,
7th April, 1909.

Sir,—In reply to your letter of 11th February, 1909, (No. 5778/1904), requesting the observations of the Chamber regarding the scheme framed by the Board of Finance for the re-organising of the Finances of the Chinese Empire, I am directed to state that my Committee do not feel in a position to criticise the scheme, so large and far-reaching a scheme, but the centralisation of control, which seems to be the essence of the new Regulations, would be an important step forward and greatly assist in the birth of a purer administration.

Needless to say my Committee are entirely sympathetic towards any proposals calculated to confer benefit upon the people of China. I have &c.,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

INTRODUCTION INTO THIS COLONY OF
A GOVERNMENT NOTE ISSUE.

The following letter was received from the Government:—

Colonial Secretary's Office,
15th April, 1909.

Sir,—I am directed to inform you that H.E. the Governor has at the present time under consideration the question of the introduction into this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements and I am to inquire what are the views of your Chamber on the subject.

This matter was last under consideration in 1899 when the Government decided to award the right of issue to the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, Sir, Your obedient servant,

F. H. MAY,
Colonial Secretary.

The Chairman,
Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

PROPOSED NEW FRENCH CUSTOMS TARIFF.

The following letter from the Government was received:—

Colonial Secretary's Office,
30th April, 1909.

Sir,—I am directed to transmit for the consideration of your Committee the enclosed copy of a circular despatch from Lord Crewe dated the 16th day of last March and to inquire whether any commercial interests in this Colony are likely to be adversely affected by the proposed Tariff.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

[Copy.]

16th March, 1909.

Sir,—I have the honour to transmit, for your information, a copy of the proposed New French Customs Tariff.

Should there be any commercial interests in the territory under your administration likely to be adversely affected by the proposed Tariff, I shall of course be glad to consider whether any representation should be made to the French Government on the particular subject.—I have &c.,

CHREWE.

Hongkong Chamber of Commerce,
6th May, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 1st instant (No. 2658/1909) covering a copy of the proposed New French Customs Tariff on which you request an expression of opinion from my Committee.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

It was decided to reply that the Committee did not see that commercial interests in this Colony were likely to be adversely affected by the adoption of the Tariff.

An anonymous donation of £70,000, which is beginning to the fund of £500,000 which it is proposed to raise to build and endow a national memorial theatre to Shakespeare, was announced by the Lord Mayor of London at a recent meeting of the Mansion House.

CHINA'S CUSTOMS TARIFF.

CORRESPONDENCE BETWEEN FOREIGN
GOVERNMENTS.

The American Minister, Mr. Rockhill, has communicated to the Warrenton the result of certain correspondence which has passed between the American and British governments bearing upon China's desire for an international conference to consider the question of increase of the customs duties upon imports.

It will be remembered that some time last December the Chinese government sent notes to all the Powers suggesting such a conference and outlining briefly China's need for friendly assistance in this direction. No large seem to have been taken by any of the Powers until recently. Shortly after Mr. Taft became President of the United States, this matter was brought to his attention with the result that the American government took the initiative to the extent of communicating on the subject with the other Powers, or some of them. It is understood that the American government expressed its friendly sympathy for China's desire for a conference of the Powers to consider the customs question and such other questions as might properly be considered at such a conference.

Because of Great Britain's very large interest in commerce with China, the matter was first taken up with the British government. The reply of the British government, as communicated by the American minister to the Chinese authorities, is in effect that so long as China has failed to abolish like barriers and to bring about reform of the currency and other reforms provided in the Mackay treaty, Great Britain does not consider that China has a right to ask for tariff increase.

The reforms especially referred to in addition to doing away with like, are understood to be curtailing the minting of copper money by the provincial authorities, stopping the issue of too many bank notes, and other currency reforms.

China's position towards these and other reforms is understood to be as follows:

China recognises the need for all these reforms, but maintains that the evils of which the foreign governments complain are, to a large extent at least, due to conditions produced by the lack of sufficient income to the central government from customs duties as being wholly inadequate.

It is claimed that no other government has as low duties upon imports as those to which China is restricted by treaties with foreign governments. Therefore, before China can bring about these reforms, she must have the definite assurance of the Powers that they will agree to customs increase to a reasonable extent.

China will agree to totally abolish like as soon as she has been entered upon a definite agreement with the Powers for customs increase.

The two great mints of copper and other coins will be restricted as soon as the central government is able to reimburse the provinces for the income now received by the provinces from this source, which will be when there is an increase in the customs receipts.

With regard to issue of bank notes, the position of the Chinese government is this: The central government is responsible for all notes issued by the government banks. The provincial governments are responsible for the notes issued by banks operating under the sanction and control of the provincial authorities. As for the issues of private banks, the Chinese government would advise foreign merchants not to

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STRAIGHTS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 10th June Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 12th June See Special of Call.
LONDON and ANTWERP	POONA	About 16th June Freight only.
ANG. COLOMBO PORT	Capt. A. E. Vine, R.N.R.	
SHANGHAI, MOJI, KOBE, MALTA	Capt. G. M. Montford, R.N.R.	About 17th June Freight and Passage.
and YOKOHAMA		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LINAN	On 6th June, D'light
HOIHOW and HAIPHONG	SINGAN	On 6th June, D'light
MANILA	TEAN	On 8th June, 3 P.M.
AMOI, MANILA, CEBU and ILOILO	SUNGKANG	On 8th June, 4 P.M.
SHANGHAI	YINGCHOW	On 10th June, 4 P.M.
MANILA	CHENAN	On 13th June, 4 P.M.
MANILA	TAMING	On 15th June, 3 P.M.
MANILA	CHANGSHA	On 15th June, 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		
SHANGHAI	CHINHUA	On 17th June, 4 P.M.

DIRECT SAILINGS TO WEST BLYE, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—

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AGENTS.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 6th June, at 10 A.M.
"HAIYANG"	SWATOW, AMOI & FOCHOW	TUESDAY, 8th June, at 1 P.M.
"HAICHING"	AMOI & FOCHOW	SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BAKE PIER).
Fr Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th June, 1909.

10

IIDO-CHINA S. NAV. CO., LD.

PROCTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Sunday, 6th June, D'light
SEH, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon
SHANGHAI	"YATSHING"	Tuesday, 8th June, Noon
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPSING"	Wednesday, 9th June, Noon
SHANGHAI	"LOONGSANG"	Thursday, 10th June, Noon
MANA	"KUTSANG"	Friday, 11th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Tuesday, 15th June, Noon
MANA	"YUENSANG"	Friday, 18th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, they will have all modern improvements and are fitted throughout with Electric Light. A qualified surgeon is also carried.

* Steers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† For Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang telephone No. 61.

‡ Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 5th June, 1909.

GENERAL MANAGERS.

16

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI via SWATOW	"DAIGI MARU"	SUNDAY, 6th June, at 10 A.M.
ANPING via SWATOW	"SOSHU MARU"	WEDNESDAY, 9th June, at 10 A.M.
SHANGHAI via SWATOW	"BUJUN MARU"	THURSDAY, 10th June, at 10 A.M.
AMOI & FOCHOW		

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th June, 1909.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SUEVIA
S.S. BRASILIA	11th June
S.S. SEGROVIA	17th June
S.S. C. FERD. LAEISZ	24th June
S.S. SLAVONIA	1st July
S.S. ANDALUSIA	8th July
	15th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 28th May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CASTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 24th May, 1909.

AGENTS.

NIPPON YUSEN KAISHA.

EXTRA-PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. H. H. H.) - About Wed. 30th June

KAMO MARU - (Capt. F. L. Sommers) - About Wed. 28th July

MESHIMA MARU - (Capt. A. E. Mosses) - About Wed. 25th August

ATSUTA MARU - (Capt. W. H. Thompson) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd June, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, E.C. and SEATTLE via KEELEUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SADU MARU	5500	WEDNESDAY, 23rd June, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU	6000	TUESDAY, 8th June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	*SHINANO MARU	6500	TUESDAY, 22nd June, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI and KOBE	SANUKI MARU	6500	WEDNESDAY, 9th June, at Noon
	YEBOSHI MARU	4500	FRIDAY, 11th June, at 5 P.M.
	MISHIMA MARU	9000	THURSDAY, 17th June, at Noon
	YETOROFU MARU	4500	FRIDAY, 18th June, at Noon
			SUNDAY, 20th June, at Noon

* Omitting Shanghai.
† Fitted with New System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 4th June, 1909.

[15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

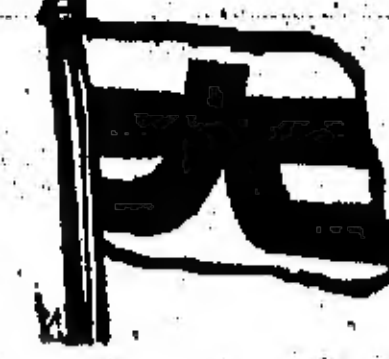
SHEWAN, TOMES & Co.,

Hongkong, 31st May, 1909.

GENERAL MANAGERS.

[14]

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers (Subject to Alteration)
Tons (gross reg.) Captain Sailing Date

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection. Superior accommodation for stevedores passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.
Hongkong, 1st June, 1909. T. ARIMA, Manager

[810]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	" Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	" Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	" Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

**JOHN JAMESON'S
THREE STAR
PURE POT STILL
WHISKY**
Famous for 100 YEARS.
JOHN JAMESON and SON, LIMITED, DUBLIN.
Distillers to H.M. the King.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY

SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

England is the Home of Good Tailoring— London the Fashion Centre of the World.

AN IMPORTANT SAVING
Can be effected if you order your clothes from London.
JOHN J. M. BULT,
Cash Tailor,
140, Fenchurch St., London, Eng.,
has a Special Department in his business for attending to the requirements of those abroad, where the same personal attention is given which has built up his reputation at home. He guarantees the best quality cloth—the best style also.

PRICES are as follows:
Frock Coat and Vest - from 82/-
Do. Suit (Self-lined) - 84/-
Lounge Suit - 85/-
Noddy and Knicker - 85/-

A choice of Tweeds, Flannels, Cheviots and Serges may be had. Kindly state which required—and the colour—when writing for patterns. Self-measurement forms on application. As a register is kept of all Customers' measures, an accurate fit is guaranteed.
RIDING BREECHES
cut on the most approved lines from 35/-

221

SANTAL MIDY
These tiny Capsules—superior to Copaliba, Cubebis, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY

FOR DISEASES OF THE CHEST, &c.
**GRIMAULT'S
SYRUP**
OF HYPO-PHOSPHITE OF LIME
Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalg and Siberia.

DATE	TIME
10th June	at 1.00 p.m.
12th	at 8.30 p.m.
14th	at 8.00 a.m.
16th	at 8.30 p.m.
18th	at 1.00 p.m.

The Telegrams with the French Mail of the 7th ultimo left Saigon on Friday the 4th inst. at 5 a.m. and may be expected here on or about Monday the 7th inst. at daylight. The packet brings replies to letters & news dated from Hongkong on the 3rd April.

FOR	PER	DATE
Singapore, Penang and Calcutta	Gregory Ape...	Saturday, 5th, 11.00 A.M.
Amoy, Singapore and Samang	Merapi	Saturday, 5th, 11.00 A.M.
Manila	Zaire	Saturday, 5th, Noon.
Bangkok	Bojaburi	Saturday, 5th, 1.15 P.M.
Manila	Su Tai	Saturday, 5th, 3.00 P.M.
Shanghai	Chiguen	Saturday, 5th, 5.00 P.M.
Hollow and Haiphong	Sagan	Saturday, 5th, 5.00 P.M.
Shanghai	Ava gien	Saturday, 5th, 6.00 P.M.
SIBERIAN MAIL TO EUROPE	Lindan	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Fuchow	Haiman	Sunday, 6th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Daig Maru	Monday, 7th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Fookang	Tuesday, 8th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Tsukong	Tuesday, 8th, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Yatsung	Tuesday, 8th, 10.00 A.M.

Europe, India via Taitoria. Telegrams 11.00 A.M. to Noon Extra. (Letters posted in all the Pillar Boxes at time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Fuchow	Haiyang	Tuesday, 8th, 2.00 P.M.
Amoy, Manila, Cebu and Iloilo	Teau	Tuesday, 8th, 3.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria B.C. and Seattle Wash.	Tau Maru	Tuesday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Wakusa Maru	Wednesday, 9th, 11.00 A.M.
Wakusa Maru, Cebu and Tientsin	Chipsing	Wednesday, 9th, 11.00 A.M.
Kadai and Sandakan	Wakusa Maru	Wednesday, 9th, 11.00 A.M.
Taitoria	Kawoon	Wednesday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Wakusa Maru	Thursday, 10th, 11.00 A.M.
Singapore, Penang and Calcutta	Catherine Ape...	Thursday, 10th, 11.00 A.M.
Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle.	Montrose	Thursday, 10th, 3.00 P.M.
Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle.	Yingchow	Friday, 11th, 11.00 A.M.

Europe, India via Taitoria. Telegrams 11.00 A.M. to Noon Extra. (Letters posted in all the Pillar Boxes at time for the first clearance will be included in this contract mail.)

Amoy, and Fuchow	Delhi	Saturday, 12th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria B.C. and Vancouver (B.C.)	Empress of Japan	Saturday, 12th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE	Chenau	Sunday, 13th, 9.00 A.M.
Shanghai, Penang and Calcutta	Kuanyan	Sunday, 13th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu and San Francisco	Mongolia	Tuesday, 15th, 3.00 P.M.
Manila, Zaire, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle.	Changsha	Wednesday, 16th, 11.00 A.M.
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COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

June 4th.

ON LONDON—

Telegraphic Transfer 1/10

Bank Bills, on demand 1/10

Bank Bills, at 30 days sight 1/10

Bank Bills, at 4 months sight 1/10

Bank Bills, at 6 months sight 1/10

Documentary Bills 4 months sight 1/10

ON PARIS—

Bank Bills, on demand 224

Credit, at 4 months sight 228

ON NEW YORK—

Bank Bills, on demand 434

Credit, at 60 days sight 444

ON BOMBAY—

Telegraphic Transfer 1334

Bank, on demand 134

ON CALCUTTA—

Telegraphic Transfer 1334

Bank, on demand 134

ON SHANGHAI—

Bank at sight 744

Private, 30 days sight 754

ON YOKOHAMA—

On demand 864

ON MANILA—

On demand 764

ON SINGAPORE—

On demand 1384

ON BATAVIA—

On demand 94

ON SINGAPORE—

On demand 94

ON BANGKOK—

On demand 84

GOVERNMENT, Bank's Buying Rate \$11.10

GOLD LEAF, 100 fine, per tole \$17.90

BAR SILVER, per oz. 244

SUBSIDIARY COINS.

Chinese 20 cents pieces \$8.18 discount

Chinese 10 " \$8.80 "

Hongkong 20 " \$7.60 "

Hongkong 10 " \$7.80 "

OPIUM.

June 4th.

Quotations are:—

Malwa New \$1,100/1,150 per picul

Malwa Old \$1,160/1,200 "

Malwa Older \$1,210/1,250 "

Malwa Y. Old \$1,260/1,320 "

Persian fine quality \$1,350/1,390 "

Persian extra fine \$990/950 "

Patna New \$1,030 per chest

Patna Old \$1,040 "

Benares New \$1,040 "

Benares Old \$1,040 "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Towson* with the French Mail of the 9th ult. and mails from London of the 8th ult. will leave Saigon on Friday the 4th instant at 5 a.m., and may be expected to arrive here on Monday the 7th inst., and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.

The Indo-China str. *Kumang* from Calcutta and the Straits left Singapore for this port on the 2nd inst.

THE AMERICAN MAIL.

The T.K.K. str. *Tonyo Maru* from San Francisco, will sail from Yokohama 1st instant, and is due to arrive at this port 11th inst.

MERCANTILE STEAMERS.

The J.C.-J. str. *Tikong* left Macassar for this port on the 28th ultimo, and may be expected here to-day.The N.G.L. str. *Ichia* left Singapore for this port on the 30th ult., and may be expected here to-morrow.The Dampier str. *Rhodes* "Union" Action. Gosselhoff str. *Wogline* left Shanghai on the 2nd inst. morning, and may be expected here to-morrow.The C.N. Co's str. *Yingchow* left Shanghai on the 3rd inst., and is due here to-morrow.The B.R. Line str. *Gymnor* left Seattle on the 15th ultimo for Hongkong via Japan and Manila.The Mexican & Oriental S.S. Line Ltd's str. *Errol* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.The N.Y.K. str. *Wakusa Maru* (European Line) left Shanghai on the 4th instant, and is expected here on the 7th inst.The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 4th instant, and is expected here on the 8th inst.The Glen Line str. *Glenloch* left Singapore on the 3rd inst. morning, and is expected to arrive here on the 8th inst.The C.N. Co's str. *Changsha* left Sydney on the 17th ult., and is due here on the 11th inst.The N.Y.K. str. *Yatoru Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th ult., and is expected here on the 19th inst.The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th ult., and is expected here on the 7th inst.

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF WHISKIES Sold under Similar Names.

Known in Hongkong for Half a Century.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 4TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$985, buyers
National Bank of China, Limited	99,925	27	£6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$134, sal. & buy
China Light and Power Company, Limited	50,000	\$10	\$10	\$74, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$82.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 105.
Leong-Kang-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 390.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$164, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sal. & buy
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$67, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, x.d.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 160.
Fenwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8.90, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, sal. & buy
Hongkong Ice Company, Limited	12,000	\$50	all	\$71, (old) sel.
Hongkong Ice Company, Limited	8,000	\$25	all	\$40, (new) sale
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$155, sellers
Hongkong Rope Manufacturing Co., Limited	6,000	\$10	all	\$24, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$63.33	\$25	\$85, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sal. & b
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 104, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$945.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$24, sal. & bu
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$50	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, sal. & sel
MINING.—				
Société Française des Charbon de Tonkin	16,000	Fcs. 250	all	\$625, buyers
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	19/10	\$9.40, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$13.20, sal. & b.
Philippine Co., Limited	50,000	\$10	\$10	\$13, sales, x.d.
Philippine Co., Limited	75,000	\$10	\$10	\$8, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$324, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$283.
Shell Transport & Trading Co., Limited.	2,000,000	\$1	\$1	\$4, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$25, x.d.
South China Morning Post, Limited	5,000	\$10	\$5	\$135, x.d.
Steam Laundry Company, Limited	20,000	\$5	\$5	\$24, sellers
STEAMERS AND DISPENSARIES.—				
Canton & Macao S.B. Co., Limited	15,000	\$7	\$7	\$4, buyers
Wm. Powell, Limited	10,000	\$10	\$10	\$8.70, sales
Watkins, Limited	90,000	\$10	\$10	\$150, buyers
A. S. Watson & Co., Limited	175	\$10	\$4	\$13, buyers
Weismann, Limited	9,900 only.	\$10	\$10	\$220.
United Asbestos Oriental Agency, Limited	100 shares	\$10	\$10	\$104, buyers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$104, buyers

NOTICES TO CONSIGNEES

NDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

(FROM CALCUTTA, PENANG AND SINGAPORE.)

THE Company's Steamship

"FOOKSANG,"
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 5th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected by the Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

General Managers.
Hongkong, 3rd June, 1909. [16]NORDDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ-REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 A.M.

All claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.

Ex. S.S. "ONZELO" from Venice.

NORDDDEUTSCHER LLOYD.

MELCHERS & Co.,
General Agents.
Hongkong, 3rd June, 1909. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ, AND STRAIT.

THE P. & O. S. N. Co.'s Steamer.

"SIMLA,"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within three days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd June, 1909. [1]MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 96
Width of Entrance on Bottom... 88
Water on Blocks at Spring Tide... 34DOCK NO. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64DOCK NO. 2.
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22PATENT
SLIP.
Suitable for vessels up to 1,000.THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.A LARGE STOCK of MATERIALS is
always kept on hand.THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 h.p.),
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中年十五FROM 1ST JANUARY, 1864 TO 31ST DECEMBER
1913, BEING FROM THE 1ST YEAR OF THE
70TH CYCLE TO THE 50TH YEAR OF THE
70TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS"
Office, or Agents in all the Ports of the
Far East.The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

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SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c., &c.WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1909.

THE FORTY-SEVENTH ANNUAL ISSUE

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which European reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRIPTION,
which will serve as accurate GUIDE FOR THE
TOURIST, giving every detail in connection with
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sisting of a hundred interesting articles, packed
with facts concisely set out, and containing
statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.Royal Octavo—Complete with Fifteen Maps,
and Plans, pp. 1,720, \$10.00. Directory only
pp. 1,300, \$6.00.The Directories and Descriptions are of
Peking, Nanking, Canton, Shanghai, Hankow,
Tientsin, Yenchow, Harbin, etc.

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Ex. S.S. "ONZELO" from Venice.

NORDDDEUTSCHER LLOYD.

MELCHERS & Co.,
General Agents.
Hongkong, 3rd June, 1909. [5]

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PORT SAID, SUEZ, AND STRAIT.

THE P. & O. S. N. Co.'s Steamer.

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Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

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Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial Treaty, 1904; Supplemental Commercial Treaty, 1906; Russia—St. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treaty, 1904. FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention
Russia, Agreements as to Corea; United States, Extraterritorial Treaty, 1893; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.TREATIES WITH CORREA
Japan, 1878; Japan Supplementary, 1878; Japan, 1905; United States, 1883; Great Britain, 1895.TREATIES WITH SIAM
Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1893; Great Britain and France, Siam-We Frontier; Great Britain and Russia, Railway Convention, 1899.CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong License Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of \$1.50, at which it was originally published.

It is published at the Office of the Hongkong Daily Press, and can be had from, and Advertisements sent through the principal Book-sellers in Asia and throughout the world.

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THE
MOST CELEBRATED CIGARETTES
IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA
TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS BRISTOL & LONDON.

AVERAGE MARKET PRICES.

May 27th, 1909.

The Prices are given in Dollar Cents.

SUGAR.

Cane Sugar, 100 lbs. 20

Cane Sugar, 50 lbs. 10

Cane Sugar, 25 lbs. 5

Cane Sugar, 12 1/2 lbs. 2 1/2

Cane Sugar, 6 1/4 lbs. 1 1/4

Cane Sugar, 3 1/8 lbs. 5/8

Cane Sugar, 1 5/16 lbs. 3/16

Cane Sugar, 7/16 lbs. 1/8

Cane Sugar, 3/8 lbs. 3/16

Cane Sugar, 1/4 lbs. 1/8

Cane Sugar, 1/8 lbs. 3/16

Cane Sugar, 1/16 lbs. 1/8

Cane Sugar, 1/32 lbs. 3/16

Cane Sugar, 1/64 lbs. 1/8

Cane Sugar, 1/128 lbs. 3/16

Cane Sugar, 1/256 lbs. 1/8

Cane Sugar, 1/512 lbs. 3/16

Cane Sugar, 1/1024 lbs. 1/8

Cane Sugar, 1/2048 lbs. 3/16

Cane Sugar, 1/4096 lbs. 1/8

Cane Sugar, 1/8192 lbs. 3/16

Cane Sugar, 1/16384 lbs. 1/8

Cane Sugar, 1/32768 lbs. 3/16

Cane Sugar, 1/65536 lbs. 1/8

Cane Sugar, 1/131072 lbs. 3/16

Cane Sugar, 1/262144 lbs. 1/8